

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Maria Theresa	Austrian cruiser	5900	30	10,900	Captain Hans	Shanghai
Alouette	French gunboat	300	—	—	Lieut. A. Belley	Saigon
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspie	French gunboat	475	3	460	Commander Journef	Saigon
Avallanche	French gunboat	—	—	—	—	Canton River
Bangali	French gunboat	580	—	—	Lieut. Fille	Hainpou
Bugeat	French cruiser	4009	10	9000	Capt. Lefebre	Shanghai
Comere	French gunboat	525	—	—	Commander Loutel	Hainpou
Decidue	French gunboat	590	—	—	Commander Leamy	Shanghai
D'Entrecasteaux	French flagship	8114	14	13,500	Captain Fournet	Chefoo
Friant	French cruiser	3120	10	9000	Captain Serris	Nagasaki
Kersaint	French gunboat	1230	6	2200	Capt. Le Gollieur	Saigon
Olry	French gunboat	470	—	—	Capt. Béne	Saigon
Pascal	French cruiser	3988	14	8500	Capt. Hurst	Taku
Roudbatable	French cruiser	9437	8	6971	Captain Leuis	Along Bay
Styx	French cruiser	1890	—	—	Captain Lenoir	Saigon
Surprise	French gunboat	—	—	—	Capt. Vincent	Shanghai
Takiang	French gunboat	—	—	—	Captain Morner	Yangtze
Vautain	French cruiser	—	—	—	—	Along Bay
Vigilant	French gunboat	—	—	—	Captain Blondel	Canton
Vipere	French gunboat	400	4	441	Coudr. Villeneuve	Saigon
Bussard	German gunboat	1000	8	2900	Comdr. von Busowitz	Kiautschow
Friedt Bismarck	German flagship	11,000	36	14,000	Captain Friedrich	Wosung
Geier	German gunboat	1600	8	—	Commander Hilbrand	Nagasaki
Hansa	German cruiser	6000	20	10,000	Capt. Passchei	Vladivostok
Hecla	German cruiser	6000	20	10,000	Capt. Zerzaski	Shanghai
Ilis	German gunboat	1000	10	1300	Lieut. Commander Schamer	Nagasaki
Jaguar	German gunboat	900	10	1300	Comdr. Hager	Shanghai
Leuchs	German gunboat	950	10	1300	Coudr. Wulmann	Hongkong
Schwabe	German gunboat	1120	8	1500	Comdr. Boerner	Shanghai
Socadur	German gunboat	1600	8	2800	Coudr. Hoffman	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstadt	Tientsin
Vorwaerts	German gunboat	—	—	—	Comdr. von Weiss	Shanghai
Lombardia	Italian cruiser	2900	10	6843	Captain John Buet	Shanghai
Marco Polo	Italian cruiser	4583	16	10,943	Captain Botti	—
Paglia	Italian cruiser	2250	10	7000	Captain Canale	Nagasaki
Vesuvio	Italian cruiser	4500	14	9820	Captain Zevi	Shanghai
Dia	Portuguese gunboat	720	—	—	Captain Azevedo	Hongkong
Zaire	Portuguese gunboat	600	—	—	Captain F. J. B. Leol	Hongkong
Admiral Nachimov	Russian cruiser	4090	18	9300	Captain Stenmann	Hakodate
Alout	Russian gunboat	510	8	730	Comdr. Guinter	Vladivostok
Anaur	Russian cruiser	2800	5	4700	Comdr. Gramatshiko	Port Arthur
Bobra	Russian gunboat	1050	8	1150	Comdr. Zalevsky	Newchwang
Gaidamak	Russian gunboat	500	9	3500	Coudr. Youreff	Port Arthur
Gromobol	Russian gunboat	1490	6	2000	Coudr. Miklashovsky	Shanghai
Gromobol	Russian battleship	12,364	44	11,500	Captain Jesso	Port Arthur
Gulnik	Russian gunboat	1000	6	1600	Comdr. Shumoff	Port Arthur
Koreetz	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Shanghai
Mandjour	Russian gunboat	1524	7	1400	Commander Mursviet	Vladivostok
Ortaijay	Russian battleship	1490	6	2000	Coudr. Vasilief	Port Arthur
Perceval	Russian battleship	12,674	15	14,500	Captain Koroff	Nagasaki
Petrovichovsk	Russian battleship	10,980	16	10,900	Captain Jakoroff	Port Arthur
Rasbonyck	Russian battleship	10,960	16	10,910	Captain Oeroff	Port Arthur
Rossia	Russian cruiser	1334	10	1780	Comdr. Kovenyev	Port Arthur
Rutik	Russian protected cruiser	12,800	33	17,000	Captain Seperstniff	Vladivostok
Sevastopol	Russian protected cruiser	10,920	26	16,250	Capt. Matsuevich	Yokohama
Silatch	Russian battleship	10,960	16	10,800	Captain Fiodosieff	Port Arthur
Storch	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Varyag	Russian gunboat	1050	8	1120	Coudr. Ginter	Port Arthur
Veduk	Russian cruiser	6500	27	20,000	Capt. Ehr	Port Arthur
Zabiska	Russian gunboat	500	9	3500	Capt. Zernansky-Kissel	Port Arthur
Zabiska	Russian cruiser	1230	8	1114	Coudr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1272	Commander Karl Rohrer	—
Don Juan de Austria	U. S. gunboat	1159	8	1600	Commander C. G. Rowland	Manila
Proble	U. S. gunboat	—	—	—	Lieut. Comdr. J. M. Helm	—
General Alava	U. S. gunboat	1800	—	—	Lieut. Comdr. W. F. Halsey	Manila
Helen	U. S. gunboat	1392	8	1988	Comdr. R. E. Ingersoll	Shanghai
Isla de Cuba	U. S. gunboat	1028	8	2200	Commander W. J. Maxwell	Manila
Isla de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flagship	11,500	41	10,000	Captain C. H. Stockton	Kobe
Manila	U. S. gunboat	1900	2	750	Coudr. T. H. Stevens	Manila
Monadnock	U. S. monitor	3990	6	3000	Comdr. S. M. Wisc	Hongkong
Monocacy	U. S. gunboat	1370	8	850	Comdr. D. L. Hoag	Taku
Monterey	U. S. monitor	4084	4	5244	Lieut. Comdr. R. Barry	Nagasaki
New Orleans	U. S. cruiser	4140	—	—	Captain M. S. R. Mackenzie	Amoy
New York	U. S. gunboat	8200	24	17,401	Commander J. P. Selfridge	Manila
Princeton	U. S. cruiser	1000	10	1118	Commander E. B. Barry	Manila
Washington	U. S. gunboat	1997	8	1804	Commander E. S. Pratt	Shanghai
Wilmington	U. S. gunboat	1270	6	1800	Commander W. Swett	Manila
Yorktown	U. S. gunboat	—	—	—	—	—

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LIGHT HOCKS	\$ 6.50 to \$19.00
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ST. LEON TONIC WINE	21.00
BURGUNDIES	14.00 " 30.00

H. PRICE & CO.,

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MEMOS. FOR TO-MORROW.

Auction.
2.45 p.m. - Auction of Household Furni-
ture, at Mr. Geo. P. Lamont's Sales
Rooms.

General Memoranda.

WEDNESDAY, August 20. -
Goods per *Benalun* undelivered after
this date subject to rent.
Goods per *Alva* not cleared on
this date subject to rent.

THURSDAY, August 21. -
Re-opening of Diocesan School and
Orphanage.
Goods per *Parmantha* not cleared at
4 p.m. on this date subject to rent.
Transfer Books of the Hongkong Hotel
Co., Ltd., closed from this date to the
27th August, inclusive.

FRIDAY, August 22. -
11.45 a.m. - Extraordinary Meeting of
Shareholders of Queen Mabel, Ltd.,
at the Company's Office.
Noon. Extraordinary Meeting of Share-
holders of Overseas Freehold Mines,
Ltd., at the Company's Office.

SATURDAY, August 23. -
2.30 p.m. - Auction of Household Furni-
ture, at the Residence of Mr. J. M.
Beattie, 'Strawberry Hill,' Peak.

SUNDAY, August 24. -
Noon. Meeting of Shareholders of The
Hongkong Hotel Company, Limited,
at Company's Hotel.



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Specialty selected. It is of great age.

Very fine and Mellow.

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Per Dozen \$16.00.

**A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.**

The publication of this issue commenced
at 5.45 p.m.

The China Mail.

HONGKONG, MONDAY, AUGUST 18, 1902.

LOCAL AND GENERAL.

Notes by the Way.

The Emperor of Austria was born on
the 18th of August, 1830.

In the Chinese Calendar, this is the
Spirits Festival (Chung Yian Chieh) - the
15th day of the seventh moon.

Lord Kitchener has presented the City
of London with the famous Boer 'Long
Tom' and ex-President Kruger's ex-
equial, as mementoes of the South African
war.

There were 161 European and 51
Chinese visitors to the City Hall Library,
and 40 European and 1,452 Chinese visitors
to the Museum during the week ending
17th August.

Yesterday and today numerous bales
of compressed hay, marked '333 B. I.',
were seen floating in the Harbour at
Hok Tin, and in the midst of the ship-
ping. It would be interesting to know how
the hay, which to all appearance was good,
came to be dumped in the Harbour.

Dr P. A. Nightingale has been appointed
the delegate for Siam at the Interna-
tional Congress to be held at Brussels in
September. His Majesty has been pleased
to confer on Dr Nightingale the Order of
the White Elephant (4th Class). Bangkok's
former Medical Officer of Health has now
settled at Harrogate as a consulting
physician.

The King.

Truth states that the King's long
yachting cruise after the Coronation will
terminate at Aberdeen, whence he will pro-
ceed to Balmoral Castle.

The Admiralty is placing contracts
with shipbuilding firms on the Clyde for
10 scout boats of high speed. These boats
will be smaller than torpedo-boat destroy-
ers.

Shipping Subsidies.

The manager of the Zanzibar Company,
in giving evidence before the House of
Commons Shipping Subsidies Committee,
stated that Great Britain was losing
25,000,000 in trade annually owing to the
want of a line of steamers direct to East
Africa.

Swimming.

The 500-yards Swimming Champion-
ship was decided at the Wallis Baths, and
was won by Billington in 6 minutes 25.2
seconds, which is a record. R. Cavill (New
South Wales) was second in 6 minutes 28
seconds. G. Read (New South Wales)
finished third in 6 minutes 35 seconds. The
winner, who last year was known as 'The
Boy Champion,' is not more than 18 years
of age. Jarvis' best time is 6 minutes
31.5 seconds, put up at Bradford in 1901,
and Nuttall's best is 6 minutes 24.15
seconds, at Leicester, also last year.

Admission of a Lawyer.

On Saturday, on the application of Mr
E. H. Sharp, K.C., the Chief Justice ap-
proved and admitted Mr Francis Paget
Hett an attorney and proctor of the Su-
preme Court of Hongkong. Mr Hett, who
is a Solicitor of the Supreme Court of
Judiciary in England, was formerly with
Messrs Collyer, Bristow and Co., of
Bedford Row, London as conveying
clerk and lately with Messrs Grover
Humphreys and Son, of No. 4, King's
Lane, Walk, Temple, London, as manager.
Mr Hett recently came to this Colony
to the firm of Messrs Mounsey and Brutton,
solicitors.

The Fashion in Hats.

A lady writes from London to an
Australian contemporary:—Hats are at
their summer level. The most becoming
are the softly shaded straws trimmed with
cloudings of lace and chiffon, with a touch
of black velvet. I came across a new hat
for cycling at Peter Robinson's a few days
ago. It is in shape and appearance very
like the old cabbage tree hat business-
men were when I was a girl in Australia,
the same kind of plait, only made very white;
they are quite smart, and as yet uncommon.
The sailor hat, alas! seems to be defunct
in the upper circles. They are not worn by
ladies at all except in the remote country
girls sigh over them, and say there is no
hat so suitable for cycling. I suppose few
Australians know what we old stagers mean
by a cabbage tree hat, but it was the
universal head gear of all stockmen and
business before the slouch felt hat became
so generally worn: it was worn and loved
until from sheer age it fell to pieces.

A COLD AT THIS SEASON
is most annoying, and should not be
neglected. Chamberlain's Cough Rem-
edy will relieve the lungs, make expecto-
ration easy, effect a quick cure and leave
the system in a healthy condition. It
always cures and cures quickly. For sale
by All Dealers; Watson's Ltd. General
Agents.

LOCAL AND GENERAL.

Salaries of Japanese Statesmen.

A member of the Cabinet of the last
Japanese Government recommends that
now the Government is considering ad-
ministrative reforms it should give atten-
tion to the salaries of Ministers of State,
and increase them. Their salaries, he
says, have remained unchanged since the
establishment of the present form of
government, and the sums paid cannot be
said to be anything but a nominal re-
muneration for the onerous services rendered.
The Premier receives yen 9,000 per
year, and yen 6,000 is the salary of other
Ministers of State, this being in many
instances less than the salaries paid to pre-
sidents of leading business companies. The
suggestion (reports the *Kobe Chronicle*) is
to increase the pay of the Premier to yen
15,000 or yen 20,000, and that of other
Ministers to yen 10,000 or more per an-
num. The salaries of all other officials
should be increased in proportion, the mini-
mum salary of a *kenin* official being yen
3 per month. The Minister recommends
that the money required for this increase
should be found by dismissing a number of
useless officials.

Japan and the Coronation.

A Special Telegram from Tokio to the
N. C. Daily News says:—All the Japanese
journalists fill their pages with pictures of
King Edward and Queen Alexandra, and
with congratulatory odes, while the leading
articles are full of the warmest tone of
rejoicing at the Coronation, and say that
Heaven evidently guards England, since a
threatened calamity is speedily averted.
The native papers declare that the develop-
ment of Great Britain's greatness com-
menced in the reign of Elizabeth, and
reached its first climacteric in the reign of
Queen Victoria, and will assuredly reach
still higher under King Edward's sway, as
already his short reign is marked by three
great historical events: firstly, the unifica-
tion of the British Empire covering a
quarter of the habitable globe; secondly,
the restoration of peace in South Africa;
and thirdly, the Anglo-Japanese Alliance,
which they all pray may expand and en-
dure. The native press considers the
postponement of the Coronation fortunate
in one sense, since delay dispelled appre-
hensions concerning the efficacy of the
South African arrangement, and they
believe King Edward's reign will be me-
morable in history for peaceful triumphs,
whereof an earnest has already been afford-
ed.

Treaty Negotiations.

The *Shanghai Mercury* of the 8th inst.
says:—Though appointments had been
made with the various Tariff Commissioners
to meet and sign the new ad valorem Tariff
agreed to, sometime to-day, this was at the
last moment deferred by the Chinese. The
reason assigned is that this is due to the
fact that no decree authorising its accep-
tance has been issued by the Throne. It is
reported that the hitch is due to differences
of opinion between the local representatives of
the Customs, who have been acting for
the Chinese with the Commissioners, and
the Customs in Peking. The Chinese are
now, at the eleventh hour, attempting to
have a long list of changes made. We
understand that the date was named so
early to permit of one or two of the foreign
Tariff Commissioners leaving to-morrow.
We are informed on good authority that
the Japanese have concluded the draft of a
treaty with China on very much the same
lines as that proposed by Sir James
Mackay, but also containing several clauses
favouring Japan. The main item of these
is said to be that Japan demands the
exemption from surtax of several of her
principal products, including coal and
cotton yarn. They also demand much better
guarantees for the carrying out of the Hiri
abolition than the British Commissioners
have asked, before she will consent to the
imposition of the surtax direct.

Cassells' Publications.

The latest number of *Little Folks* to
bead commences a new volume. Along
with the number is presented a special
colour-printing supplement which ought to
afford no end of amusement to the little
readers of this very entertaining and
educative magazine. The number also in-
cludes an attractive coloured frontispiece
entitled 'By the Sea.' The *Quiver*, that
excellent Sunday magazine, opens a new
serial story by Agnes Giberne, which pro-
mises well. The frontispiece, one of the
best we have seen, is a reproduction in
colours of 'Christ in the Temple,' from
the painting by W. Holman Hunt, by por-
mission of the Corporation of Birmingham.
'Nebot the Nailer' reaches its 43rd chapter
and still maintains a firm hold on the reader.
'Royal Wards in Hospitals,' illustrated
from original photographs, is an interest-
ing article. Among other instructive
and fascinating material is a new tune
'God of Glory,' the music being by Joseph
O. Bridge, M.A., D. Mus. Oxon., and an-
other instalment of Dean Farrar's spirited
papers 'The Oxford Martyrs.' With the
July number of *Work*, one of the best
journals for mechanics, is presented a
double-page lithographed plate showing the
sections, etc., of an ice chest or refrigerator.
Cassells' Saturday Journal contains portraits
of Their Majesties, and the opening chap-
ters of Mr M. P. Shiel's new thrilling serial
entitled 'In Love's Whirlpool.' The first
of a new series entitled 'Scientific Detec-
tives of Today' is also given.

LOCAL AND GENERAL.

News from the Philippines.

Rinderpest has broken out in Manila.

The Manila Golf Club has limited
its membership to 100 members. Al-
ready eighty names have been enrolled.

The four new warships authorized by
Congress are to be named the *Louisiana*,
Connecticut, *Tennessee* and *Washington*.

The Philippines Commission has ap-
propriated a quarter million dollars for the
islands' exhibit at the St. Louis Exhibition.

Cholera is on the increase in the
provinces of Luzon. In Manila, the disease,
is still present, with about 200 deaths per
day.

It is understood that Governor Taft
purposes to begin the census of the Philip-
pines as soon as possible after his return
to Manila. Filipinos, mostly, will be em-
ployed in the work.

President Roosevelt has revoked the
order establishing a big naval station at
Olongapo, owing to the protest of the
Army. A vast extent of territory will
thereby become exempt at present.

Secretary of War Root, scandalized at
the gambling going on among army officers
in the Philippines, has demanded the res-
ignation of several impoverished ones of
whom their creditors complained.

On her last trip to Manila from Hong-
kong, the *Rubi* had on board the bodies of
20 American soldiers who had been killed
or who died in North China. The bodies
will be sent to the United States by
transport.

Three Igorotes wandered into Manila
on the 5th inst., and at daylight appeared
on the streets in undress uniform with only
the proverbial smile and the allegorical
lettered string. Acting Chief Harding's
staff gathered them in, presented them
with civilized clothing, and they proceeded
on their way rejoicing and free.

'The Dreamed Alliance,' the first
opera ever produced by a Filipino, was
given successfully at the Zorrilla Theatre
on the 7th inst. A good house, composed
to a considerable extent of Americans,
witnessed the performance, frequently
expressing its approval by spontaneous and
vigorous applause. The opera is the work
of D. Pedro A. Paterno, and Sr. D. L.
Bonas is the composer.

Enteric in South Africa.

The total number of deaths from en-
teric fever in the British army in South
Africa is recorded as follows:—From Octo-
ber 13, 1899, to October 12, 1900, the first
year of the War, there were 374 deaths,
the rate per 1000 being 20.97; from Octo-
ber 13, 1900, to October 11, 1901, the
second year of the War, 2661 deaths, per
1000, 10.63; and from October 12, 1901, to
May 30, 1902, when the War ended, 1656
deaths, per 1000, 6.84.

Bluejacket Drowned at Wuchow.

Our Wuchow correspondent writes on
the 14th inst.:—You will hear with regret
that a sad fatality occurred here last night.
One of the Bluejackets belonging to
H.M.S. *Sandpiper* accidentally fell over-
board, and sank in spite of all the efforts
made to rescue him. The swift current
took the body down the river to a mile
below Dosing. Yesterday, the ship pro-
ceeded to the spot, and returned with the
corpses transferred to the shore. Several re-
sidents and visitors were awaiting at the
foreign cemetery when the ship arrived.
The burial service was read by Captain
Lockhart, and three volleys were fired over
the grave. A subscription is being raised
locally for the relatives of the deceased.

A Launch Trip.

The Members of the R.G.A., J.N.C.O.'s
R. and F. Amusement Club—through the
courtesy of its Hon. President, Lt.-
Col. R. F. Johnson, C.M.G., R.G.A.—
held the second of their series of summer
outing on the 14th inst. in a most enjoy-
able launch trip up the Canton River.
Particularly fortunate, after the long spell
of heavy rain, in having magnificent
weather, a delightfully cool breeze temper-
ing the sun's force, the change from the
confinement in the close and oppressive
atmosphere of Hongkong to the scene.
Where the rugged hills from the gorges
rise.
And the sea is seen by smiling skies,
And the wild bird 'loft o'er the mountain
flies.
was all the more appreciated. After
a short stay on shore, during which
various kinds of sports were indulged in,
and an *al fresco* meal partaken of, the return
trip was made to 'The Isle of the Fragrant
Streams.' On the return voyage, a Smoking
concert was held, at which the following
members assisted:—Chas. Chinnery, Ma-
lin, Ridley, and Crawley, Bombers. Mat-
thews, R.H.A., Bullock, Manhood, Maloy,
Mulrooney, Bond, and Hay, R.G.A., and
Cpl. McCarthy, R.E. Over 50 members
were present.—Contributed.

'No man ever obtained anything worth
having without working hard for it,' said
Mrs Bickers to her husband, who was not
in a pleasant humor. 'That's so,' replied
Mr Bickers reflectively. 'I remember that
I obtained you without the slightest
difficulty.'

TELEGRAMS.

THE NEW CHINA TARIFF.

**FOREIGN REPRESENTATIVES
SIGN.**

Departure of General Sharretts.

(From Our Own Correspondent.)

SHANGHAI, August 18, 2 p.m.

The Foreign Representatives attached
their signatures to the new specific tariff on
Saturday last.

Having completed his task, General
Sharretts, the U.S. Representative, left
for America to-day.

The tariff still remains unsigned by the
Chinese Representatives.

CRICKET.

**Fifth Test Match—England
Wins.**

London, August 15, 1902.

The fifth test match between England
and the Australians, which was commenced
at Kennington Oval on the 11th inst.,
has resulted in a win for England by one
wicket.

THE ST. LEGER.

And Patrick has been scratched for the
St. Leger.

THE KING'S HEALTH.

His Majesty the King has returned to
Gowes. He is looking remarkably well.

**THE DISTURBANCES IN
FRANCE.**

The resistance to the expulsion of nuns
in Brittany continues. M. Combes, at a
meeting of the Cabinet, declared that the
resistance is not due to Catholic motives,
but to a violent Royalist movement.

**THE GOVERNORSHIP OF THE
ISLE OF MAN.**

The Right Honourable Lord Raglan has
been appointed Governor of the Isle of
Man.

CHOLERA AT CAIRO.

Three British soldiers have been stricken
with cholera at Cairo. Two have died.

**WOMEN'S FRANCHISE IN NEW
SOUTH WALES.**

Both Houses of the legislature at Sydney
have passed the Women's Franchise Bill
for New South Wales.

MR AUSTEN CHAMBERLAIN.

Mr Austen Chamberlain, the recently
appointed Postmaster General, has been
re-elected unopposed for Worcester.

AMERICAN LAWN TENNIS.

The brothers Doherty have won the
doubles championship in the American
lawn Tennis Championship competitions.

NEW CRUISERS FOR JAPAN.

A Clydebank firm has received an order
to build two large cruisers for Japan.

THE TRANSFER OF TIENTSIN.

Tientsin has been formally transferred to
the Chinese by the representatives of the
allied Powers.

A GIFT FROM THE KING.

His Majesty King Edward has presented
a golden crucifix to Westminster Abbey.

ARRIVAL OF BOER GENERALS.

The Boer Generals Botha, De Wet, and
Delarey have arrived at Southampton,
where they were enthusiastically cheered.

THE REVIEW OF THE FLEET.

The Coronation Review of the fleet took
place to-day at Spithead in glorious weather.
One hundred and eight British warships
were assembled, commanded by six ad-
mirals. The sight was superb, and intensely
impressive.

**DEFICIENT RAINFALL IN
INDIA.**

The rainfall is deficient throughout the
greater part of India, both monsoons being
considerably below the average. Prospects
are becoming very gloomy.

WEATHER REPORT.

The following notice is issued by the
Hongkong Observatory:—
On the 18th at 11.40 a.m. Pressure is
giving way again in Luzon, barometric
changes being unimportant elsewhere.

Pressure remains high over E. Japan.
Gradients are slight, with light to moderate
E. and variable winds along the China
coast.

Forecast:—E. winds, light to fair.

FOR A PAIN

In the side or chest there is nothing bet-
ter than a piece of flannel dampened
with Chamberlain's Pain Balm and applied
to the seat of pain. This same treatment
is a sure cure for knee ache. One applica-
tion gives relief. Try it. For sale by All
Dealers; Watson's Ltd., General Agents.

TELEGRAMS.

**KRUGER CALLS A CONFER-
ENCE.**

London, August 8.
It is announced from the Hague that all
of the Boer leaders, except Lucas Meyer,
Schalk Burger and Steyn—the last-named
being still gravely ill—will meet in confer-
ence at Utrecht on August 31, for the pur-
pose of laying out a plan of action for the
future. It has been proposed to agitate for
the formation of an Irreconcilable Boer
Party; the leaders to remain in Europe,
for the dissemination of propaganda hostile
to English interests, and the lieutenants
and lesser chiefs to stir up discontent in
South Africa. Mr Kruger declines to in-
vite Meyer to the conference because
Meyer dined with Lord Kitchener, that
offence having committed Meyer, in
Kruger's view, to an attitude of reconcilia-
tion not compatible with patriotic prin-
ciples. The Brussels correspondent of the
Standard, who has been usually well in-
formed concerning Boer sentiments and
plans hatched within his territory of obser-
vation, says he is in a position to affirm
positively that Botha, De Wet and Delarey,
who are to attend the conference, are not
in sympathy with the Irreconcilable Party
project, and will declare themselves against
it at the Conference.
[Meyer's death was reported a few days
ago.]

The ordinary half-yearly meeting of the shareholders of the Hongkong and Wha

It would be a surprise to many, yet it is nevertheless true, that, in comparison with the profit for any six months' working, the present appropriation to Shareholders is the largest ever paid in the history of the Company. The amounts written off will leave the Karlovsk Docks standing in our books at \$1,750,000 or \$500,000 more than on the last July last year: the Cosmopolitan Dock at \$300,000, the same as on that date; and our fleet of dredging plant, adding the Dredger *Cenozo*, *Zifer*, one new Steam Lighter and one launch, at \$955,000 as against \$82,205 at the end of last year. The dullness of business in all departments was unusually marked during the six months under review, but it was not altogether unexpected, as my predecessor at our meeting on February 23th last pointed out to you that the enormous increase of work brought to us by the Spanish-American War and the disturbances in the North of China had passed away, and that we should have to look to an improvement in the Trade of the Far East generally, to make up for the loss. This development of business for the last six months, as you all know, so far shown itself; in fact, trade is unusually depressed just now, and we suffer like other people from the relapse and the general absence of life and lack of demand in business. The heavy fall that took place in the value of the dollar early in the year had also an adverse effect on our earnings, as it is impossible for us to immediately adjust all our charges to the increased dollar cost of all material ordered from home. It is true that a low exchange increases the dollar value of your fixed machinery and tools, but this only means that you cannot replace such machinery for the same number of dollars, and does not affect your accounts in any way. But, in spite of the falling off during the past six months, I am glad to say that prospects do look a little better for the second half of the year, which will bring the addition of a new Trans-Pacific fleet of large steamers, two of which are over 3000 tons, and whose Eastern terminals will be Hongkong; also the substitution by one of the present Trans-Pacific Lines of two 11,000 ton steamers for two smaller ones now running. We spent, including \$50,000 for our Dredger, over \$281,000 on improvements and additions during the first six months of this year, and the benefit of these improvements is everywhere being felt in the reduced cost of output and in economy generally. It is difficult to say what the future line of policy

Hon. G. S. Sharp said:—I beg to second the resolution you have just proposed for the adoption of the report and accounts. I feel sure that all present have considered the account of the attempts to obtain grants and explanations you have given with interest and sympathy. We seem to have fallen upon lean times, and no doubt as we have in a measure been 'spoiled' of recent years by a succession of the 'improving half-years' by working the present times as a basis, an unpleasant reminder that there are 'downs' as well as 'ups' in business. I do not see, however, why the present little setback should cause any alarm, as business is not so generally depressed as to create all round for some time a very slack trade. I think the Company cannot expect to be exempt from the results of this; but we should not therefore imagine that the good times will come to return no more. I think I can see that the Board have adopted a conservative policy in regard to the distribution of profits. I have heard some reports of clamours for a larger dividend, but I cannot think that such can be justified. I have heard of shareholders having the permanent interest of the Company at heart, and I for one trust the Board will continue to set its face rigidly against any attempt to tendency to unduly 'milk' the Company in any way, specially so long as the Company's interests are not injured by any considerable sum. I see our old friend the Admiralty Loan shows up this moment in an unpleasant light, the dollar amount being about the same as the interest on the present one, although the principal amount has been considerably reduced. I recollect quite a number of years ago advocating at one of these meetings the desirability of retaining the interest on the Admiralty Loan in England, since the Admiralty would not immediately accept repayment of the whole amount at one time, and this came, with the exchange then prevailing, would have been a considerable sum. I am glad it been adopted, even taking into account the low rate of interest the money would have been earning on Fixed Deposit. But other counsels prevailed. You have heard of the Admiralty Loan, I think, Mr. Duck, and I think the Board has taken a wise course in postponing to a future meeting the consideration of this important project so as to allow the matter to have the benefit of the experience of the Admiralty. I do not propose, therefore, to enter into any discussion of this beyond returning to remark that times and circumstances have changed a good deal, and with this perhaps it is better to leave the matter, and I think it likewise, and judging from what you have heard, the project is of a highly desirable nature now. I feel sure that the shareholders will give the closest consideration to the subject.

as being as they run the business, and the shareholders are not to be consulted. I have safely invested. One of the reasons advanced for the subdivision of my shares, I well remember, was to enable small people to invest their savings in our self-edged enterprise. I have now to declare that I have declared which investors' interests and all alike had relied upon as likely to have been maintained. Yet we are confronted with a state of affairs reflecting not my creditably upon those who have profited from my share, but upon those who would demand an interest that extraneous influences would not severely affect. At one stroke we see our dividend and bonus cut down by as much as 33 per cent., a serious blow to the shareholders. I have no doubt of the stability and the power of our company to keep up a return, when once we are cleared and paid. It is not the clamour of speculators I give utterance to. I have no sympathy with such. But if buyers and sellers are to be allowed to play the market in order to ward off any just reparation on the part of shareholders, I must admit that members of the Directorate of local companies themselves fall in with the policy of their directors and before the public as self-condemned in scrips bearing their own names passing from hand to hand in the colony (Applause). The circumscribed limits of our business are not to be enlarged, and I do not wish observation in large cities. Gentlemen, I appeal to our Board to look up to the magnificent position which our unified Bank—our very own, the only one of the kind in the East—has secured for itself in the unshaken solidity it is in to-day by a course of action admitting of no wavering principles. True that its earliest history furnishes example not to be copied but to be studied and followed, such as to make it capable of weathering all financial crises, and no matter what their effects on the balance sheet, its ability to pay dividends steadily and undiminished has never been impelled. As owners of a business who pay for its proper conduct, shareholders expect to be considered and to be taken in the confidence of the Directorate. In Hongkong, where the public are so ready to give a desire to elicit information or to throw out a suggestion is not infrequently misconstrued into an antagonism against the Directorate. This is destructive of the true interest of the shareholders. I am, therefore, gentlemen, the confident in our Dock as a stable concern it is. It is an unpleasant truth to admit. There is no getting out of that fact. We cannot be blind to it. Let us not be deceived by the fact that my confession that no error of judgment has evoked unlooked for criticism, not altogether unmerited. Before I resume my seat, I will make no apology for retaining

[illegible]

PROMPT ACTION

dealing with what may be only a slight cough will often avert some more serious illness.

STEARNS' COUGH CURE

is just the thing for this, as it is always speedy and effective. Wholesale from A. S. Watson & Co., Ltd. Hongkong.

Temperature.

HONGKONG, August 18, 1902.

Barometer—	9 A.M.	29.78
Do.	1 P.M.	29.74
Do.	4 P.M.	29.76
Thermometer—	9 A.M.	85
Do.	1 P.M.	88
Do.	4 P.M.	87
Do. (Wet bulb)	9 A.M.	80
Do.	1 P.M.	81
Do.	4 P.M.	81
Do. Maximum	—	88
Do. Minimum	—	83

Opium Quotations.

HONGKONG, August 18, 1902.

Now Patna, cash.	120
Old Patna, cash.	120
Now Benares, cash.	905
Old Benares, cash.	—
Now Malwa, credit.	550/960
Allowance, Tael.	—
Last Year.	1000
Allowance, Tael.	330
Old Malwa credit.	1020/1030
Allowance, Tael.	8
Persian, Oily, cash.	—
Allowance, Tael.	—
Persian, Paper oil.	580/600
Allowance, Tael.	—

**WEEKLY NEWS
FOR HOME.**

The Overland China Mail

Published to suit the Department
of each English and French
Mail Steamer to Europe.

FULL RESULTS

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FOR GENOA, LONDON & ANTWERP,
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THE Steamship **BENVORLICH**,
Captain R. W. THOMSON, will be despatched
as above on or about **THURSDAY**, the
28th August.
For Freight or Passage, apply to
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EVER ISSUED UNDER
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HISTORY OF THE CHURCHES OF
INDIA, BURMA, Siam, THE MALAY
PENINSULA, CEYLON, ANNAM, THIBET,
KOREA AND JAPAN,
ENTRUSTED TO THE SOCIETY OF THE
"MISSION ETREANGERES."
(Translated by EDWARD HARPER FAREHER
and
Reprinted from "THE CHINA REVIEW.")

PRICE ONE DOLLAR.

IN SALE AT KELLY & WALSH, Ltd.

Pianos by all the leading London and Continental Manufacturers.

These are first-class instruments, and at the price, they cannot be beaten.

PIANOS.
These instruments are noted for the
excellent quality of tone, touch

BECHSTEIN
PIANOS.

DIANOS

them. Knowing what effect the climate has upon pianos, we are able to rectify any small faults in construction, and so can offer the

PIANOS by BRINSMEAD, RACHALS
COLLARD & COLLARD and other
well known makers too numerous to

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Programmes.

1. *Journal of the American Medical Association*, 1990; 263: 1025-1026.

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OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS (North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. C. F. LIND, Capt. Fuchs, 28th August, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Koenigsberg, Capt. Meyer, 10th September, 1902. Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bremen, Capt. Krieger, 24th September, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

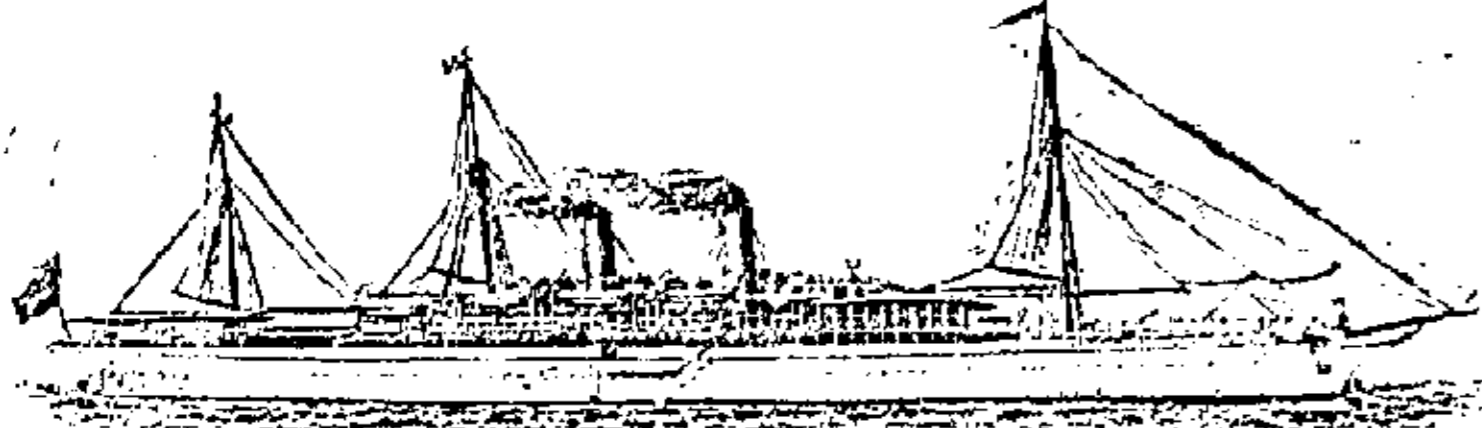
S.S. Prussia, Capt. Probst, 8th October, 1902. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Two Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots,
sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

C.M.S. EMPRESS OF INDIA, Comdr. E. Marshall, R.N.R. WEDNESDAY, Aug. 27.
R.M.S. BAYERN, Comdr. E. Marshall, R.N.R. WEDNESDAY, Sept. 10.
R.M.S. EMPRESS OF JAPAN, Comdr. H. Pybus, R.N.R. WEDNESDAY, Sept. 24.
R.M.S. ATHENIAN, Comdr. H. Pybus, R.N.R. WEDNESDAY, Oct. 8.
R.M.S. EMPRESS OF CHINA, Comdr. H. Pybus, R.N.R. WEDNESDAY, Oct. 22.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, N. York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, good for 4, 8, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Japanese Government.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS, (second in none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some recent Exhibition), World's Exhibition and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Rates of Freight and Passage, apply to

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OPERATES IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRAMA, Alfred Horsfall, September 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 18th August, 1902.

2

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

TAMBA MARU, J. W. Wale, { MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, Penang, Colombo and Port Said. SATURDAY, 23rd Aug., Daylight.

RIJOJUN MARU, N. Oso, { VICTORIA, B.C. and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 25th Aug., at 4 p.m.

KAMAKURA MARU, H. Petersen, { KOBE and YOKOHAMA. FRIDAY, 29th Aug., at 4 p.m.

KUMANO MARU, R. W. Haswell, { NAGASAKI, KOBE and YOKOHAMA. FRIDAY, 29th Aug., at 4 p.m.

KASAGA MARU, H. Fraser, { SYDNEY and MELBOURNE, Via THURSDAY ISLAND, TOWNSVILLE & BISSAU. SATURDAY, 30th Aug., at Noon.

IYO MARU, S. J. G. Parsons, { VICTORIA, B.C. and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 8th Sept., at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, August 18, 1902.

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FROM OUTWARDS. DUE

GLASGOW AND LIVERPOOL, FRIDAY, 20th August.

GLASGOW AND LIVERPOOL, MONDAY, 24th August.

GLASGOW AND LIVERPOOL, THURSDAY, 27th August.

GLASGOW AND LIVERPOOL, SUNDAY, 30th August.

GLASGOW AND LIVERPOOL, WEDNESDAY, 3rd September.

GLASGOW AND LIVERPOOL, SATURDAY, 6th September.

GLASGOW AND LIVERPOOL, TUESDAY, 9th September.

GLASGOW AND LIVERPOOL, FRIDAY, 12th September.

GLASGOW AND LIVERPOOL, MONDAY, 15th September.

GLASGOW AND LIVERPOOL, THURSDAY, 18th September.

GLASGOW AND LIVERPOOL, SUNDAY, 21st September.

GLASGOW AND LIVERPOOL, WEDNESDAY, 24th September.

GLASGOW AND LIVERPOOL, SATURDAY, 27th September.

GLASGOW AND LIVERPOOL, TUESDAY, 30th September.

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GLASGOW AND LIVERPOOL, FRIDAY, 24th October.

GLASGOW AND LIVERPOOL, MONDAY, 27th October.

GLASGOW AND LIVERPOOL, THURSDAY, 30th October.

GLASGOW AND LIVERPOOL, SUNDAY, 2nd November.

GLASGOW AND LIVERPOOL, WEDNESDAY, 5th November.

GLASGOW AND LIVERPOOL, SATURDAY, 8th November.

GLASGOW AND LIVERPOOL, TUESDAY, 11th November.

GLASGOW AND LIVERPOOL, FRIDAY, 14th November.

GLASGOW AND LIVERPOOL, MONDAY, 17th November.

GLASGOW AND LIVERPOOL, THURSDAY, 20th November.

GLASGOW AND LIVERPOOL, SUNDAY, 23rd November.

GLASGOW AND LIVERPOOL, WEDNESDAY, 26th November.

GLASGOW AND LIVERPOOL, SATURDAY, 29th November.

GLASGOW AND LIVERPOOL, TUESDAY, 2nd December.

GLASGOW AND LIVERPOOL, FRIDAY, 5th December.

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GLASGOW AND LIVERPOOL, SATURDAY, 20th December.

GLASGOW AND LIVERPOOL, TUESDAY, 23rd December.

GLASGOW AND LIVERPOOL, FRIDAY, 26th December.

GLASGOW AND LIVERPOOL, MONDAY, 29th December.

GLASGOW AND LIVERPOOL, THURSDAY, 1st January.

GLASGOW AND LIVERPOOL, SUNDAY, 4th January.

GLASGOW AND LIVERPOOL, WEDNESDAY, 7th January.

GLASGOW AND LIVERPOOL, SATURDAY, 10th January.

GLASGOW AND LIVERPOOL, TUESDAY, 13th January.

GLASGOW AND LIVERPOOL, FRIDAY, 16th January.

GLASGOW AND LIVERPOOL, MONDAY, 19th January.

GLASGOW AND LIVERPOOL, THURSDAY, 22nd January.

GLASGOW AND LIVERPOOL, SUNDAY, 25th January.

GLASGOW AND LIVERPOOL, WEDNESDAY, 28th January.

GLASGOW AND LIVERPOOL, SATURDAY, 31st January.

GLASGOW AND LIVERPOOL, TUESDAY, 3rd February.

GLASGOW AND LIVERPOOL, FRIDAY, 6th February.

GLASGOW AND LIVERPOOL, MONDAY, 9th February.

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GLASGOW AND LIVERPOOL, TUESDAY, 24th February.

GLASGOW AND LIVERPOOL, FRIDAY, 27th February.

GLASGOW AND LIVERPOOL, MONDAY, 3rd March.

GLASGOW AND LIVERPOOL, THURSDAY, 6th March.

GLASGOW AND LIVERPOOL, SUNDAY, 9th March.

GLASGOW AND LIVERPOOL, WEDNESDAY, 12th March.

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GLASGOW AND LIVERPOOL, FRIDAY, 2nd May.

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GLASGOW AND LIVERPOOL, THURSDAY, 29th May.

GLASGOW AND LIVERPOOL, SUNDAY, 31st May.

GLASGOW AND LIVERPOOL, WEDNESDAY, 3rd June.

GLASGOW AND LIVERPOOL, SATURDAY, 6th June.

GLASGOW AND LIVERPOOL, TUESDAY, 9th June.

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GLASGOW AND LIVERPOOL, WEDNESDAY, 26th August.

GLASGOW AND LIVERPOOL, SATURDAY, 29th August.

GLASGOW AND LIVERPOOL, TUESDAY, 31st August.

GLASGOW AND LIVERPOOL, FRIDAY, 3rd September.

GLASGOW AND LIVERPOOL, MONDAY, 6th September.

GLASGOW AND LIVERPOOL, THURSDAY, 9th September.

GLASGOW AND LIVERPOOL, SUNDAY, 12th September.

GLASGOW AND LIVERPOOL, WEDNESDAY, 15th September.

GLASGOW AND LIVERPOOL, SATURDAY, 18th September.

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GLASGOW AND LIVERPOOL, FRIDAY, 24th September.

GLASGOW AND LIVERPOOL, MONDAY, 27th September.

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GLASGOW AND LIVERPOOL, SATURDAY, 3rd March.

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